

such books? Why, sir, this is the age of books, and the age of discovery. There are books on the subjects of phre nology, mesmerism, biology, and various others which are exciting the attention of the whole world, and of which the European reviews speak as highly as of Mr. Palmer's work. If we commence patronizing one we must patronize all. This is the very beginning of this class of applications. The first application on this subject, by this individual, was made, I think, in 1846 or '47. The application made in 1848 concludes in this way: "The expenses of a journey to Europe, and for procuring

and engraving on steel a series of the requisite maps, charts, &c., for the work, will not probably exceed ten thousand dollars, for which a special appropriation and subscription by the thousands to three thousand copies of the work are respectfully solicited. Were the appropriation for subscription to be immediately made, it could be got ready for delivery by the first of January, 1849, the copyright to remain my property; the original maps, charts, hydrographical surveys, &c., that may be procured by me in Europe, to be deposited by me in the library of Congress upon the completion of the work. "All which is respectfully submitted by your excellency's most obedient servant,
AARON H. PALMER."

I do not pretend to pronounce upon the character of the work. I have not read it. I do not know whether it is good

or but," My objection to the proposition contained in the resolution was founded on account of the character of the work at all. But if it be so, why call for a recommendation of the reviewers both in this country and in Europe? Why will not the work be published itself? Why is Congress asked to make an appropriation of six thousand dollars to pay for a work commended by all the reviewers throughout the world? Is it so valuable it can be published upon private subscription? I have examined the work, and I have determined the work is entitled of its general value. I have examined it, and if we are to point to the publication of "valuable new works, I desire before I give my vote for it to know that it will be absolutely necessary for the business of Congress.

Mr. DAVIS, of Mississippi. I made some motion to the objector to the proposition, and he said that the Senator from Texas has referred, and I did not see several resolutions. In the first place, I knew the map was radically wrong; and, in the next place, I knew that if we passed the resolution, we should not obtain the map that the Senator from Texas desired; because, to correct several errors, the publisher had altered his plan of publishing a new edition, and the new edition would be the only one. He said that the map was not answered, I knew, therefore, that his resolution could not be answered; but that we should get a different map, not that incorporated in the treaty, which, therefore, would not carry any knowledge to the public mind in relation to the boundary between Texas and Mexico. Beyond this, I was originally opposed to the purchase of the map, because the proposition was first introduced to the Senate, because of the inaccuracies which the map contained, and which any one acquainted with the country could see were in consequence of its being a bare compilation of Humboldt's map, with nearly all its errors in latitude and longitude still upon it.

With reference to the particular book, I objected to its publication because I wished we might confine our publications to those maps and charts which we believed to be correct, to them, and to confine them to the original researches in

the geographical, or to those resources made under the authority of the Government, which I think likely to go beyond that limitation is likely to be at least without the benefit of any kind for our guide. If the only limitation of publications is to be those works recommended by some committee, the Treasury will be exhausted in making our publications. Those are the reasons which heretofore I gave against publishing the book. The reasons, therefore which I have against publishing the map, the book are not identical. I believe the book is really a more valuable thing than the map, as an individual, but I believe we should not appropriate money to publish it. I believe the map to be worthless, and I do not want it as a Senator nor as an individual, and for these reasons I object to both.

Mr. RUSK. I wish to make a word of explanation with regard to the map. There were several errors with regard to latitudes and longitude only.

Mr. DAVIS. Those are great errors.

Mr. RUSK. There was a map of Mexico and Texas published by Mr. Disturnell in 1847. A copy of that map was appended to the treaty, and made a part of it, and that showed the demarcation between Texas and Mexico. It was afterwards the neglect, and as such was signed by the commissioners of the United States, Department of State, and the Secretary. That edition of that map was exhausted with the exception of a very few copies, and when the discussion arose between individuals who felt an interest in, and wished to know something with regard to this controversy, inquired of me if they could procure the map; for, as they heard the demarcation and read the treaty, they needed the map as a guide in the discussion. I directed Mr. Disturnell to print a new edition of it. He said he had not, but that he had the plate of the original map, and could make a reprint of exact copies of the original. The resolution which I introduced required the maps to be exact copies of the original map.

appended to the treaty.

There is a different view of this subject from that taken by the Senator from Texas, and I think if he will consult his authorities again he will find that he is wrong. I recollect that when we were discussing the treaty with Mexico, in 1847, the proposition to purchase the map fell into my hands, as a sub committee, and I decided that we should not purchase the map, because the latitude and longitude were not correct. I have seen the map, and I have had a consultation with the publisher, and he altered his plate, and subsequently, when the Senator from Texas asked for the map for the use of the Senate, the Secretary of the Senate had it published as corrected, and the map furnished was not the map attached to the treaty. I have seen the publisher of the map since this question was before the Senate, a few days since, and he has altered the map, and he has altered his plate. If you will give him enough to pay for altering his plate he will do it; but he has not the plate now. He says I was entirely correct, when I stated before that the map could not be furnished without such alteration.

Mr. RUSK. I have but a few words more to say in relation to Disturnell's map, which I think has been inappropriately introduced into the discussion of the proposed resolution. I consulted Mr. Disturnell, who said if a large number were ordered, he could so alter his map as to produce an exact copy of the map which is appended to the treaty. The resolution which is now on your table requires that the Secretary should procure exact copies, and if adopted, none other than such could or would be procured used in the Senate. I have seen the map, and I have made some remarks on this subject, but I am deterred by the consideration that the time of the Senate will be much more beneficially employed than in listening to any thing I can say. I will

therefore, refrain from speaking, if we can have the question taken now. I ask for the yeas and nays on the question of the indefinite postponement of the resolution.

The yeas and nays were ordered.

Mr. FOOTE. I do not suppose it is strictly in order, but I appeal to Senators to allow the question to be taken on postponing the question till to-morrow, on account of the absence of the Senator from North Carolina, (Mr. MARCUS), who offered the resolution.

THE PRESIDENT. Does the Senator from Mississippi make the motion to postpone till to-morrow?

Mr. FOOTE. Yes, sir, I do so to give the Senator from North Carolina an opportunity to be heard.

The question being taken it was not agreed to.

The question was then taken on the motion to postpone indefinitely, and it was agreed to, as follows:

YEAS—Messrs. Atchison, Barwell, Benton, Bradbury, Bright, Butler, Chase, Davis, of Massachusetts, Davis, of California, Dickinson, Dodge, of Iowa, Dodge, of Wisconsin, Downs, Felch, of Iowa, Fessenden, of Maine, Pierce, Rusk, Sechrest, Smith, Spruance, Turney, Underwood, Walker, Yulee—23.

NAYS—Messrs. Badger, Bervin, Clarke, Cooper, Dayton, Johnson, Green, Hamill, Morton, Phelps, Cole, Sturgess, Winthrop.—13.

A FEMALE AERONAUT.—Mrs. Graham, on Monday her daughter and her son, descended from *Baywater*, with three balloons, in a new balloon, called the *Victoria* and *Albert*. The latter was the first of the kind. The *Victoria* and *Albert* were written as follows to one of the papers: "I cannot omit noticing the extraordinary admiration of my daughter Alice, who accompanied me on Friday night from Vauxhall Gardens, at the astonishing view of London, at midnight, being the first and only attempt made by females to conduct the management of a balloon at night, and so much pleased am I with the result of the trial, that I have no doubt that my daughter will be able to command the same success in her future flights. I have no doubt that she will be able to command the same success in her future flights."

A GIANTIC CHIMNEY.—Mr. William H. Pratt, of Boston, has just completed the building of a chimney for the New England Glass Company's factory, at East Cambridge, (Mass.) which is 230 feet high, 25 feet in diameter at base, and 15 feet in diameter at top. The flue within is seven feet in diameter from top to bottom. The structure requires 500,000 bricks, and 100 cubic yards of granite. This is the grand smoke stack, intended, of course, to give draught and vent to any number of subordinate chimneys, from as many different furnaces as the works may require.

Killing Cattle by Steam.—The Rochester Advertiser says: As the train from Syracuse to this city was coming from Watertown to Geneva, about dark, on Saturday, the locomotive came in contact with a drove of horses and cattle, killing several. The train was stopped, and the engine hauled off the cattle per hour, and Mr. Allen, the engineer, did not see the engine until it was too late to stop his headway. A spare of the horses were first thrown off by the pilot, and then the engine ran into several cattle, killing a number of them. The train was neither displaced, or delayed.

A Telegraph dispatch states that Montreal has suffered the